

ORDINANCE 122406

AN ORDINANCE relating to the development of a Mobility Plan to replace the central waterfront portion of the Alaskan Way Viaduct; directing the Seattle Department of Transportation to develop a Mobility Plan; providing principles for the development and implementation of the Mobility Plan; lifting a budget proviso restricting the use of funds; and reducing and reappropriating with limitations certain appropriations in the 2007 Budget.

WHEREAS, the replacement of the Viaduct is a 100-year decision that will profoundly affect the region's economy, transportation network, urban environment, and the enjoyment of the waterfront by all; and

WHEREAS, in September 2006 the City Council adopted Ordinances 122246 and 122247 explicitly rejecting a new elevated structure to replace the Alaskan Way Viaduct, declaring the tunnel as the City's preferred alternative for the project, and recommending the development of a surface street and transit alternative that meets the intent of Resolutions 30664 and 30724 should the Tunnel Alternative become infeasible; and

WHEREAS, in January 2007 the City Council adopted Resolution 30960, reaffirming its explicit rejection of a new elevated structure and reaffirming its findings and declarations in Ordinance 122247 that a new elevated structure would be contrary to the goals and objectives of the Waterfront Concept Plan, and to adopted City policies, including Comprehensive Plan policies approved pursuant to the State Growth Management Act, the State adopted Seattle Shoreline Master Program, and related implementing regulations; and

WHEREAS, in response to the Governor's request to have a public vote on Viaduct replacement alternatives, the City Council voted on January 19, 2007 to place two advisory measures on the March 13, 2007 ballot asking voters their preference regarding two alternatives (the "Surface/Tunnel Hybrid Alternative" and the "Elevated Structure Alternative") for replacing the Alaskan Way Viaduct; and

WHEREAS, in the March 13, 2007 vote, Seattle voters rejected both the Surface/Tunnel Hybrid Alternative and the Elevated Structure Alternative to replace the Alaskan Way Viaduct; and

WHEREAS, in Resolution 30960 the City also declared its intent to work in partnership with King County and the State of Washington to develop a fiscally responsible alternative for replacing the Alaskan Way Viaduct that conforms to the City's Comprehensive Plan policies, the Seattle Shoreline Master Program, and related implementing regulations; and



1 WHEREAS, when it declared a tunnel as the preferred alternative in Ordinance 122246, Council
2 intended that if the tunnel option proved to be infeasible, the Council would direct the
3 Seattle Department of Transportation (SDOT) to begin work as soon as was practicable
4 on a new surface street and transit alternative, consisting generally of surface
5 improvements to the Alaskan Way corridor and enhanced transit services, instead of a
6 new grade-separated highway along the central waterfront; and

7 WHEREAS, the City and State need to begin work on new options that meet the goals of the
8 City's Comprehensive Plan, the Seattle Shoreline Master Program, the Seattle Transit
9 Plan, and other City policies, including reduction of carbon dioxide and other greenhouse
10 gases, and a shift away from the use of single occupant vehicles and toward transit
11 alternatives; and

12 WHEREAS, local action to reduce greenhouse gas emissions is consistent with Seattle's
13 environmental commitments and its other high priority policy objectives, including
14 reducing traffic congestion, improving local air quality, encouraging salmon recovery,
15 and restoring urban forests; and

16 WHEREAS, the surface alternative analyzed in the Viaduct Replacement Project Draft
17 Environmental Impact Statement (EIS) did not anticipate significant enhancements to
18 available transit service or assess transit or street network improvements that could be
19 made; and

20 WHEREAS, in their March 14, 2007 letter to the Seattle Legislative Delegation, the City
21 Council and County Council, Mayor, Governor and County Executive jointly expressed
22 their intent to establish guidelines and a collaborative and inclusive process that identifies
23 a solution which will address issues such as vigorous public transit, freight mobility,
24 business disruption, urban design, job creation, the preservation of our marine economy
25 and the future of Seattle's waterfront;

26 NOW, THEREFORE,

27 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

28 Section 1. **Statement of Policy:** Regional transportation projects within the City should
demonstrate consistency with the City's land use, economic, and environmental goals, including
improving access to and through downtown for all modes of travel and groups using the
transportation system (e.g., transit, freight, vehicles, bicycles, pedestrians, tourists, and cruise

1 ship and ferry passengers, and commuters). Any such transportation projects should protect the
2 City's economy, recognize Seattle's role as a global trade gateway, enhance freight mobility, and
3 provide for the efficient movement of people and goods, with the least amount of disruption
4 during construction. Development of transportation projects for accommodating trips made on
5 the central waterfront section of the Alaskan Way Viaduct shall prioritize the movement of
6 people and goods. Further, the City Council intends to direct 2007 funds appropriated to SDOT
7 for work on the Viaduct project toward the development of an urban mobility plan pursuant to
8 Section 9 of this ordinance.
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11 **Section 2. Development of the Urban Mobility Plan:** The City Council directs SDOT to
12 work in collaboration with the Washington State Department of Transportation (WSDOT) and
13 King County to develop an Urban Mobility Plan to prioritize the movement of people and goods
14 through:
15

- 16 • improvements to the entire downtown street grid, major entry points to downtown, and
17 the Alaskan Way corridor along the central waterfront;
- 18 • strategic investments in transit including use of priority treatments and other mechanisms
19 to enhance transit service;
- 20 • other traffic-management techniques including trip-reduction strategies to reduce the
21 number of vehicles on downtown streets; and
- 22 • Early implementation of the urban mobility measures identified in Section 6 of this
23 ordinance.
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Section 3. **Guiding Principles for the Urban Mobility Plan:** The following principles shall guide development of the Urban Mobility Plan:

a) Enhance Urban Mobility Throughout the City:

1. Consider transportation demand strategies such as lane prioritization, congestion pricing and regional tolling;
2. Look broadly for opportunities to enhance access to and through downtown, including advancing the goals of the Center City Access Strategy; improving regional transit service; increasing opportunities for alternative forms of transportation; limiting parking on downtown streets during peak periods; and creating dedicated bus lanes through downtown;
3. Expedite implementation of Transit Now and Rapid Ride through investing in capital projects supporting bus rapid transit, and advocating for increased bus service hours in order to increase mobility prior to beginning work on the Viaduct projects that have been identified by the Governor, County Executive and Mayor as projects that are necessary irrespective of the option chosen for replacing the central waterfront section of the Viaduct (Moving Forward: Early Safety and Mobility Projects) and to reduce carbon emissions;
4. Look for ways to improve the overall efficiency of I-5 for through trips;
5. Enhance and connect bicycle access routes, including facilities to accommodate bicyclists, in order to increase bicycling as a safe and convenient mode of transportation; and
6. Enhance various types of pedestrian street crossings in order to increase

transit ridership and pedestrian safety in traveling to and from work, school,
and other destinations;

b) Protect Economic Health of Businesses – Avoid or minimize construction and long-term traffic impacts to protect the economic health of:

1. Downtown businesses - retain and promote downtown as a healthy business environment;
2. Waterfront businesses - retain and promote waterfront businesses, including restaurants, shops, tourism-related businesses and the Port of Seattle harbor and shipping and rail functions, with the least amount of disruption;
3. Freight and commercial businesses - maintain traffic movement and large vehicle access to downtown, including re-examining existing restrictions on large truck access to downtown, evaluating priority access at certain times of day, and enhancing access to and from key locations including the Port of Seattle and the designated manufacturing and industrial centers to the south and north of downtown;

c) Maximize Public Open Space and Create a Pedestrian-Friendly Environment on the Waterfront – Design the central waterfront to be pedestrian-friendly through maximizing the amount of open space and incorporating measures to increase pedestrian safety, including furthering the goals of the Complete Streets policy as defined in Resolution 30915 and adopted in Ordinance 122386, incorporating the principles set forth in Resolution 30664 concerning development of a Central Waterfront Plan;



- 1 d) Improve the Environment – Enhance all aspects of the environment, including air,
2 noise, water quality, and near shore habitat; and
- 3 e) Use Innovative Transportation Solutions – Use creative approaches to develop
4 holistic transportation solutions to carry out the policy direction provided in Section
5 1 through the following:
- 6 1. Consider a phased approach to removal of the existing Viaduct, construction
7 of a new Alaskan Way surface street, and implementation of new transit
8 options, all with the goal of minimizing traffic impacts and reducing the
9 disruption of businesses on the central waterfront, downtown, and other
10 businesses impacted by the proposed construction on Highway 99;
 - 11 2. Seek the advice of recognized experts in transportation planning and
12 modeling, traffic engineering, land use and socioeconomic analysis, urban
13 roadway and public space design, and public outreach; and
 - 14 3. Identify the funding needed to finance the most effective ways to move people
15 and goods through multiple modes and then determine what changes are
16 necessary in federal, state and local funding in order to implement and
17 construct the projects identified in the Urban Mobility Plan.
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21 **Section 4. Proposed Scope of Work within 45 Days:** The City Council directs SDOT in
22 collaboration with WSDOT and King County to present to Council for review and approval
23 within 45 days of passage of this ordinance, a written report including a proposed scope of work
24 for completing the Urban Mobility Plan by July 1, 2008 for Council review and possible
25 approval. This scope of work will detail the approach for development of the Urban Mobility
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1 Plan based on the Guiding Principles detailed in Section 3, and will include a timeline for
2 development, an assessment of the resources needed to complete the Urban Mobility Plan and
3 deadlines for presentation of the Urban Mobility Plan to Council for review and approval. The
4 proposed scope of work shall also include, but not be limited to: 1) analysis of origin and
5 destination data for all Viaduct users; 2) identification and assessment of the need for increased
6 transit service and other mobility improvements to the downtown street grid; and 3) refinement
7 of the Moving Forward: Early Safety and Mobility Project components identified by the
8 Governor, County Executive, and Mayor in coordination with development of the Urban
9 Mobility Plan.
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11 Section 5. **Identify and Involve Key Stakeholders:** The City Council requests SDOT to
12 work with WSDOT and King County to develop a stakeholder involvement process that is
13 representative, open and transparent for development of the Urban Mobility Plan. Council
14 intends that the stakeholder involvement process be presented with the scope of work identified
15 in Section 4 of this ordinance for Council review and approval.
16

17 Section 6. **Related Urban Mobility Measures:** The Council directs SDOT to work with
18 WSDOT and King County to implement as soon as practicable measures related to the Urban
19 Mobility Plan designed to improve mobility before, during, and after Viaduct-related
20 construction projects. These urban mobility measures include:
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- 22 - The Viaduct-related project components identified by the Governor, County Executive,
23 and Mayor (Moving Forward: Early Safety and Mobility Projects);
- 24 - Improvements in operations of I-5 to enhance mobility through downtown;
- 25 - Completion of the SR 519 project;
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- Construction of a new above-grade rail crossing at Lander Street;
- Repairs and improvements for the Spokane Street Viaduct, including renovating the existing Spokane Street Viaduct and adding a new connection from the Spokane Street Viaduct to Fourth Avenue South to better connect with downtown;
- Expansion of existing transit service, including the West Seattle water taxi, to achieve a higher mode split for transit;
- Investments in capital improvements necessary to facilitate transit movement to and through downtown;
- Development and full implementation of King County's Rapid Ride;
- Improvements to the Mercer Corridor to facilitate traffic flow to and from I-5; and
- Replacement of the Alaskan Way Seawall.

Section 7. Budget Proviso Restriction Lifted: The restriction imposed by the following budget proviso is removed and there are no longer restrictions for any purpose including for Subsection 1 (b) of Ordinance 122298:

Department Level	Green Sheet	Proviso Description	Budget Control Level
Seattle Department of Transportation	#104-5-A-1	This proviso restricts spending more than \$7.6 million for the Alaskan Way Viaduct and Seawall Project (Project ID TC366050) until authorized by future ordinance.	Major Projects

Section 8. Reducing a 2007 Appropriation: The appropriation in the 2007 Budget for the Seattle Department of Transportation's Major Projects Budget Control Level (BCL) is

reduced as follows:

Fund	Department	Budget Control Level	Amount
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects	(\$15,019,000)



Section 9. Reappropriating and Adopting a Budget Proviso for a 2007

Appropriation: The following appropriation in the 2007 budget is reappropriated from the fund shown as follows:

Fund	Department	Budget Control Level	Amount
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects	\$15,019,000

provided, however, that of the appropriation for 2007 for the Seattle Department of Transportation's Major Projects BCL, \$8,051,000 is appropriated solely for the development of a Urban Mobility Plan as described in Ordinance 122406⁹⁸, and can be spent for no other purpose.

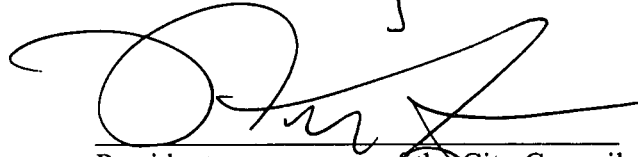
Provided further, that the above budget proviso applies only to funds that are expended or encumbered, by ordinance or otherwise, after this ordinance becomes effective.

The above budget proviso is effective as a restriction on the purposes for which the appropriation in this section is made. Use of any amount of these restricted portions of this appropriation for any other purpose than those stated, or for any purpose expressly excluded, whether by transfer pursuant to SMC Chapter 5.08 or by any other means, is prohibited.

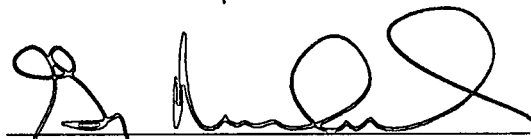


Section 10. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

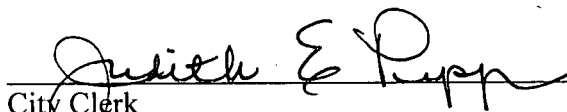
Passed by the City Council the 29th day of May, 2007, and signed by me in open session in authentication of its passage this 29th day of May, 2007.


President _____ of the City Council

Approved by me this 5th day of June, 2007.


Gregory J. Nickels, Mayor

Filed by me this 6th day of June, 2007.


City Clerk

(Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Legislative	Scott MacColl/ 684-5382	

Legislation Title: CB 115888

AN ORDINANCE relating to the development of a Mobility Plan to replace the central waterfront portion of the Alaskan Way Viaduct; directing the Seattle Department of Transportation to develop a Mobility Plan; providing principles for the development and implementation of the Mobility Plan; lifting a budget proviso restricting the use of funds; and reducing and reappropriating with limitations certain appropriations in the 2007 Budget.

• **Summary of the Legislation:**

CB 115888 provides a Council policy statement declaring that regional transportation projects should demonstrate consistency with the City's land use, economic, and environmental goals and, for accommodating trips made on the central waterfront section of the Alaskan Way Viaduct, should prioritize the movement of people and goods over motor vehicles. Council takes this action as a result of Seattle voters rejecting the two previous alternatives for replacing the central waterfront section of the Alaskan Way Viaduct, the elevated and the surface/tunnel hybrid.

Council directs SDOT to work with WSDOT and King County to develop a Mobility Plan to accommodate trips made on the central waterfront section of the Alaskan Way Viaduct, provides principles to guide the development of Mobility Plan, directs SDOT to report back within 45 days with a scope and timeline for development of the Mobility Plan, and to implement as soon as practicable measures related to the Mobility Plan designed to improve mobility before, during, and after Viaduct-related construction projects. Council also directs SDOT to work with WSDOT and King County to develop a stakeholder involvement process that is representative, open and transparent for development of the Mobility Plan.

The ordinance removes a proviso restricting SDOT from spending \$500,000 in Viaduct Project funds. The ordinance also reduces and reappropriates funds in SDOT's Major Projects BCL and adopts a new budget proviso that directs \$8 million (the 2007 Viaduct Project appropriation) of the Major Projects BCL to be spent only on development of the Mobility Plan.

- **Background:** *(Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):*

In September 2006, Council passed Ordinance 122246 declaring the tunnel as the preferred alternative for the Viaduct Project and explicitly rejecting a new elevated structure as a replacement for the Alaskan Way Viaduct. That ordinance also included a section that declared that should the tunnel option prove infeasible, the City recommended development of a surface street plus transit alternative that met the intent of Resolutions 30664 (Principles for development a Waterfront Concept Plan) and 30724 (Guiding principles for the Viaduct Project). In anticipation a future threshold decision on the tunnel alternative, Council adopted a proviso restricting spending on \$500,000 of Viaduct Project funds. Council directed that should the tunnel prove infeasible, the funds should be used to develop the surface street plus transit plan.

In early 2007, the Governor requested that Seattle voters weigh in on their preference for either the elevated or tunnel alternatives. On January 19, 2007, Council placed two advisory measures on the March 13, 2007 ballot asking voters whether they preferred an elevated structure or not; and whether they preferred a surface/tunnel hybrid or not. Seattle voters resoundingly voted against both alternatives.

This legislation follows the intent of Ordinance 122246, recognizing that the tunnel option is infeasible, and directs the city to begin work on development of a Mobility Plan to accommodate trips made on the central waterfront section of the Alaskan Way Viaduct.

- *Please check one of the following:*

 This legislation does not have any financial implications. *(Stop here and delete the remainder of this document prior to saving and printing.)*

 X **This legislation has financial implications.** *(Please complete all relevant sections that follow.)*

Notes: This legislation removes the restrictions on \$500,000 in Viaduct Project funds that are appropriated to the Seattle Department of Transportation in the 2007 Adopted Budget.

Appropriations: *This table should reflect appropriations that are a direct result of this legislation. In the event that the project/ programs associated with this ordinance have appropriations that were, or will be, received because of previous or future legislation or budget actions, please provide details in the Notes section below.*

Fund Name and Number	Department	Budget Control Level*	2007 Appropriation	2008 Anticipated Appropriation
Transportation Operating Fund (10310)	SDOT	Major Projects	(\$15,019,000)	
Transportation Operating Fund (10310)	SDOT	Major Projects	\$15,019,000	
TOTAL			\$0	

Notes: This legislation eliminates the 2007 appropriation for SDOT's Major Projects BCL, and then reappropriates the full amount with a new budget proviso, effective as of the effective date of the ordinance. The proviso restricts \$8.051 million (the full 2007 Viaduct Project budget) to be spent solely for development of the Mobility Plan.

Anticipated Revenue/Reimbursement: Resulting From This Legislation: *This table should reflect revenues/reimbursements that are a direct result of this legislation. In the event that the issues/projects associated with this ordinance/resolution have revenues or reimbursements that were, or will be, received because of previous or future legislation or budget actions, please provide details in the Notes section below the table.*

Fund Name and Number	Department	Revenue Source	2007 Revenue	2008 Revenue
TOTAL				

Notes:

Total Regular Positions Created Or Abrogated Through This Legislation, Including FTE

Impact: This table should only reflect the actual number of positions created by this legislation. In the event that positions have been, or will be, created as a result of previous or future legislation or budget actions, please provide details in the Notes section below the table.

Position Title and Department*	Fund Name	Fund Number	Part-Time/Full Time	2007 Positions	2007 FTE	2008 Positions**	2008 FTE**
TOTAL							

* List each position separately

** 2008 positions and FTE are total 2008 position changes resulting from this legislation, not incremental changes. Therefore, under 2008, please be sure to include any continuing positions from 2007.

Notes:

- **Do positions sunset in the future?** (If yes, identify sunset date):

Spending/Cash Flow: This table should be completed only in those cases where part or all of the funds authorized by this legislation will be spent in a different year than when they were appropriated (e.g., as in the case of certain grants and capital projects). Details surrounding spending that will occur in future years should be provided in the Notes section below the table.

Fund Name and Number	Department	Budget Control Level*	2007 Expenditures	2008 Anticipated Expenditures
TOTAL				

* See budget book to obtain the appropriate Budget Control Level for your department.

Notes:

- **What is the financial cost of not implementing the legislation?** *(Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs if the legislation is not implemented.)*

The existing \$500,000 budget proviso will remain in effect, and SDOT only has appropriation authority for \$7.6 million for the Viaduct Project until the proviso is lifted.

- **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** *(Include any potential alternatives to the proposed legislation, such as reducing fee-supported activities, identifying outside funding sources for fee-supported activities, etc.)*

Council could pass a resolution making a policy statement regarding development of a Mobility Plan, and work with the Executive to develop the plan. However, the budget proviso must be removed with an ordinance.

- **Is the legislation subject to public hearing requirements:** *(If yes, what public hearings have been held to date, and/or what plans are in place to hold a public hearing(s) in the future.)*

No

- **Other Issues** *(including long-term implications of the legislation):*

Please list attachments to the fiscal note below:

ORDINANCE _____

AN ORDINANCE relating to the development of a Mobility Plan to replace the central waterfront portion of the Alaskan Way Viaduct; directing the Seattle Department of Transportation to develop a Mobility Plan; providing principles for the development and implementation of the Mobility Plan; lifting a budget proviso restricting the use of funds; and reducing and reappropriating with limitations certain appropriations in the 2007 Budget.

WHEREAS, the replacement of the Viaduct is a 100-year decision that will profoundly affect the region's economy, transportation network, urban environment, and the enjoyment of the waterfront by all; and

WHEREAS, in September 2006 the City Council adopted Ordinances 122246 and 122247 explicitly rejecting a new elevated structure to replace the Alaskan Way Viaduct, declaring the tunnel as the City's preferred alternative for the project, and recommending the development of a surface street and transit alternative that meets the intent of Resolutions 30664 and 30724 should the Tunnel Alternative become infeasible; and

WHEREAS, in January 2007 the City Council adopted Resolution 30960, reaffirming its explicit rejection of a new elevated structure and reaffirming its findings and declarations in Ordinance 122247 that a new elevated structure would be contrary to the goals and objectives of the Waterfront Concept Plan, and to adopted City policies, including Comprehensive Plan policies approved pursuant to the State Growth Management Act, the State adopted Seattle Shoreline Master Program, and related implementing regulations; and

WHEREAS, in response to the Governor's request to have a public vote on Viaduct replacement alternatives, the City Council voted on January 19, 2007 to place two advisory measures on the March 13, 2007 ballot asking voters their preference regarding two alternatives (the "Surface/Tunnel Hybrid Alternative" and the "Elevated Structure Alternative") for replacing the Alaskan Way Viaduct; and

WHEREAS, in the March 13, 2007 vote, Seattle voters rejected both the Surface/Tunnel Hybrid Alternative and the Elevated Structure Alternative to replace the Alaskan Way Viaduct; and

WHEREAS, in Resolution 30960 the City also declared its intent to work in partnership with King County and the State of Washington to develop a fiscally responsible alternative for replacing the Alaskan Way Viaduct that conforms to the City's Comprehensive Plan policies, the Seattle Shoreline Master Program, and related implementing regulations; and

1 WHEREAS, when it declared a tunnel as the preferred alternative in Ordinance 122246, Council
2 intended that if the tunnel option proved to be infeasible, the Council would direct the
3 Seattle Department of Transportation (SDOT) to begin work as soon as was practicable
4 on a new surface street and transit alternative, consisting generally of surface
5 improvements to the Alaskan Way corridor and enhanced transit services, instead of a
6 new grade-separated highway along the central waterfront; and

7 WHEREAS, the City and State need to begin work on new options that meet the goals of the
8 City's Comprehensive Plan, the Seattle Shoreline Master Program, the Seattle Transit
9 Plan, and other City policies, including reduction of carbon dioxide and other greenhouse
10 gases, and a shift away from the use of single occupant vehicles and toward transit
11 alternatives; and

12 WHEREAS, local action to reduce greenhouse gas emissions is consistent with Seattle's
13 environmental commitments and its other high priority policy objectives, including
14 reducing traffic congestion, improving local air quality, encouraging salmon recovery,
15 and restoring urban forests; and

16 WHEREAS, the surface alternative analyzed in the Viaduct Replacement Project Draft
17 Environmental Impact Statement (EIS) did not anticipate significant enhancements to
18 available transit service or assess transit or street network improvements that could be
19 made; and

20 WHEREAS, in their March 14, 2007 letter to the Seattle Legislative Delegation, the City
21 Council and County Council, Mayor, Governor and County Executive jointly expressed
22 their intent to establish guidelines and a collaborative and inclusive process that identifies
23 a solution which will address issues such as vigorous public transit, freight mobility,
24 business disruption, urban design, job creation, the preservation of our marine economy
25 and the future of Seattle's waterfront;

26 NOW, THEREFORE,

27 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

28 Section 1. **Statement of Policy:** Regional transportation projects within the City should
demonstrate consistency with the City's land use, economic, and environmental goals, including
improving access to and through downtown for all modes of travel (e.g., transit, freight, vehicles,
bicycles, and pedestrians). Any such transportation projects should protect the City's economy,

1 enhance freight mobility, and provide for the efficient movement of people and goods, with the
2 least amount of disruption during construction. Development of transportation projects for
3 accommodating trips made on the central waterfront section of the Alaskan Way Viaduct shall
4 prioritize the movement of people and goods. Further, the City Council intends to direct 2007
5 funds appropriated to SDOT for work on the Viaduct project toward the development of an
6 urban mobility plan pursuant to Section 9 of this ordinance.
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9 **Section 2. Development of the Urban Mobility Plan:** The City Council directs SDOT to
10 work in collaboration with the Washington State Department of Transportation (WSDOT) and
11 King County to develop an Urban Mobility Plan to prioritize the movement of people and goods
12 through:
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- 14 • improvements to the entire downtown street grid, major entry points to downtown, and
15 the Alaskan Way corridor along the central waterfront;
- 16 • strategic investments in transit including use of priority treatments and other mechanisms
17 to enhance transit service;
- 18 • other traffic-management techniques including trip-reduction strategies to reduce the
19 number of vehicles on downtown streets; and
20
- 21 • Early implementation of the urban mobility measures identified in Section 6 of this
22 ordinance.
23

24
25 **Section 3. Guiding Principles for the Urban Mobility Plan:** The following principles
26 shall guide development of the Urban Mobility Plan:
27

1 a) Enhance Urban Mobility Throughout the City:

- 2 1. Consider transportation demand strategies such as lane prioritization,
3 congestion pricing and regional tolling;
4 2. Look broadly for opportunities to enhance access to and through downtown,
5 including advancing the goals of the Center City Access Strategy; improving
6 regional transit service; increasing opportunities for alternative forms of
7 transportation; limiting parking on downtown streets during peak periods; and
8 creating dedicated bus lanes through downtown;
9 3. Expedite implementation of Transit Now and Rapid Ride through investing in
10 capital projects supporting bus rapid transit, and advocating for increased bus
11 service hours in order to increase mobility prior to beginning work on the
12 Viaduct projects that have been identified by the Governor, County Executive
13 and Mayor as projects that are necessary irrespective of the option chosen for
14 replacing the central waterfront section of the Viaduct (Moving Forward:
15 Early Safety and Mobility Projects) and to reduce carbon emissions;
16 4. Minimize diversion of vehicle traffic from Highway 99 to Interstate 5 by
17 providing other options;
18 5. Enhance and connect bicycle access routes, including facilities to
19 accommodate bicyclists, in order to increase bicycling as a safe and
20 convenient mode of transportation; and
21 6. Enhance various types of pedestrian street crossings in order to increase
22 transit ridership and pedestrian safety in traveling to and from work, school,
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and other destinations;

b) Protect Economic Health of Businesses – Avoid or minimize construction and long-term traffic impacts to protect the economic health of:

1. Downtown businesses - retain downtown as a healthy business environment;
2. Waterfront businesses - retain existing waterfront businesses, including Port of Seattle harbor and shipping functions, with the least amount of disruption;
3. Freight and commercial businesses - maintain traffic movement by evaluating priority access at certain times of day, and enhance access to and from key locations including the Port of Seattle and the industrial districts to the south and north of downtown;

c) Maximize Public Open Space and Create a Pedestrian-Friendly Environment on the

Waterfront – Design the central waterfront to be pedestrian-friendly through maximizing the amount of open space and incorporating measures to increase pedestrian safety, including furthering the goals of the Complete Streets policy as defined in Resolution 30915 and adopted in Ordinance 122386, incorporating the principles set forth in Resolution 30664 concerning development of a Central Waterfront Plan, and providing limited on-street parking along Alaskan Way on the central waterfront to serve as a buffer between pedestrians and vehicles;

d) Improve the Environment – Enhance all aspects of the environment, including air, noise, water quality, and near shore habitat; and

e) Use Innovative Transportation Solutions – Use creative approaches to develop holistic transportation solutions to carry out the policy direction provided in Section

1 through the following:

1. Consider a phased approach to removal of the existing Viaduct, construction of a new Alaskan Way surface street, and implementation of new transit options, all with the goal of minimizing traffic impacts and reducing the disruption of businesses on the central waterfront, downtown, and other businesses impacted by the proposed construction on Highway 99;
2. Seek the advice of recognized experts in transportation planning and modeling, traffic engineering, land use and socioeconomic analysis, urban roadway and public space design, and public outreach; and
3. Identify the funding needed to finance the most effective ways to move people and goods through multiple modes and then determine what changes are necessary in federal, state and local funding in order to implement and construct the projects identified in the Urban Mobility Plan.

Section 4. Proposed Scope of Work within 45 Days: The City Council directs SDOT in collaboration with WSDOT and King County to present to Council for review and approval within 45 days of passage of this ordinance, a written report including a proposed scope of work for the Urban Mobility Plan. This scope of work will detail the approach for development of the Urban Mobility Plan based on the Guiding Principles detailed in Section 3, and will include a timeline for development, an assessment of the resources needed to complete the Urban Mobility Plan and deadlines for presentation of the Urban Mobility Plan to Council for review and approval. The proposed scope of work shall also identify and assess the need for increased transit service and other mobility improvements to the downtown street grid.

1 Section 5. **Identify and Involve Key Stakeholders:** The City Council requests SDOT to
2 work with WSDOT and King County to develop a stakeholder involvement process that is
3 representative, open and transparent for development of the Urban Mobility Plan. Council
4 intends that the stakeholder involvement process be presented with the scope of work identified
5 in Section 4 of this ordinance for Council review and approval.

6 Section 6. **Related Urban Mobility Measures:** The Council directs SDOT to work with
7 WSDOT and King County to implement as soon as practicable measures related to the Urban
8 Mobility Plan designed to improve mobility before, during, and after Viaduct-related
9 construction projects. These urban mobility measures include:
10

- 11 - Implementation of the six Viaduct-related project components identified by the
12 Governor, County Executive, and Mayor as necessary irrespective of the option chosen
13 for replacing the central waterfront section of the Viaduct (Moving Forward: Early Safety
14 and Mobility Projects);
- 15 - Improvements in operations of I-5 to enhance mobility through downtown;
- 16 - Completion of the SR 519 project;
- 17 - Construction of a new above-grade rail crossing at Lander Street;
- 18 - Repairs and improvements for the Spokane Street Viaduct, including renovating the
19 existing Spokane Street Viaduct and adding a new connection from the Spokane Street
20 Viaduct to Fourth Avenue South to better connect with downtown;
- 21 - Expansion of existing transit service, including the West Seattle water taxi, to achieve a
22 higher mode split for transit;
- 23 - Investments in capital improvements necessary to facilitate transit movement to and
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through downtown;

- Development and full implementation of King County's Rapid Ride;
- Improvements to the Mercer Corridor to facilitate traffic flow to and from I-5; and
- Replacement of the Alaskan Way Seawall.

Section 7. **Budget Proviso Restriction Lifted:** The restriction imposed by the following budget proviso is removed and there are no longer restrictions for any purpose including for Subsection 1 (b) of Ordinance 122298:

Department Level	Green Sheet	Proviso Description	Budget Control Level
Seattle Department of Transportation	#104-5-A-1	This proviso restricts spending more than \$7.6 million for the Alaskan Way Viaduct and Seawall Project (Project ID TC366050) until authorized by future ordinance.	Major Projects

Section 8. **Reducing a 2007 Appropriation:** The appropriation in the 2007 Budget for the Seattle Department of Transportation's Major Projects Budget Control Level (BCL) is reduced as follows:

Fund	Department	Budget Control Level	Amount
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects	(\$15,019,000)

Section 9. **Reappropriating and Adopting a Budget Proviso for a 2007**

Appropriation: The following appropriation in the 2007 budget is reappropriated from the fund shown as follows:

Fund	Department	Budget Control Level	Amount
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects	\$15,019,000

provided, however, that of the appropriation for 2007 for the Seattle Department of Transportation's Major Projects BCL, \$8,051,000 is appropriated solely for the development of a Urban Mobility Plan as described in Ordinance _____, and can be spent for no other purpose.

Provided further, that the above budget proviso applies only to funds that are expended or encumbered, by ordinance or otherwise, after this ordinance becomes effective.

The above budget proviso is effective as a restriction on the purposes for which the appropriation in this section is made. Use of any amount of these restricted portions of this appropriation for any other purpose than those stated, or for any purpose expressly excluded, whether by transfer pursuant to SMC Chapter 5.08 or by any other means, is prohibited.

Section 10. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2007, and signed by me in open session in authentication of its passage this ____ day of _____, 2007.

President _____ of the City Council

Approved by me this ____ day of _____, 2007.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2007.

City Clerk

(Seal)

ORDINANCE _____

AN ORDINANCE relating to the development of a Mobility Plan to replace the central waterfront portion of the Alaskan Way Viaduct; directing the Seattle Department of Transportation to develop a Mobility Plan; providing principles for the development and implementation of the Mobility Plan; lifting a budget proviso restricting the use of funds; and reducing and reappropriating with limitations certain appropriations in the 2007 Budget.

WHEREAS, the replacement of the Viaduct is a 100-year decision that will profoundly affect the region's economy, transportation network, urban environment, and the enjoyment of the waterfront by all; and

WHEREAS, in September 2006 the City Council adopted Ordinances 122246 and 122247 explicitly rejecting a new elevated structure to replace the Alaskan Way Viaduct, declaring the tunnel as the City's preferred alternative for the project, and recommending the development of a surface street and transit alternative that meets the intent of Resolutions 30664 and 30724 should the Tunnel Alternative become infeasible; and

WHEREAS, in January 2007 the City Council adopted Resolution 30960, reaffirming its explicit rejection of a new elevated structure and reaffirming its findings and declarations in Ordinance 122247 that a new elevated structure would be contrary to the goals and objectives of the Waterfront Concept Plan, and to adopted City policies, including Comprehensive Plan policies approved pursuant to the State Growth Management Act, the State adopted Seattle Shoreline Master Program, and related implementing regulations; and

WHEREAS, in response to the Governor's request to have a public vote on Viaduct replacement alternatives, the City Council voted on January 19, 2007 to place two advisory measures on the March 13, 2007 ballot asking voters their preference regarding two alternatives (the "Surface/Tunnel Hybrid Alternative" and the "Elevated Structure Alternative") for replacing the Alaskan Way Viaduct; and

WHEREAS, in the March 13, 2007 vote, Seattle voters rejected both the Surface/Tunnel Hybrid Alternative and the Elevated Structure Alternative to replace the Alaskan Way Viaduct; and

WHEREAS, in Resolution 30960 the City also declared its intent to work in partnership with King County and the State of Washington to develop a fiscally responsible alternative for replacing the Alaskan Way Viaduct that conforms to the City's Comprehensive Plan policies, the Seattle Shoreline Master Program, and related implementing regulations; and



1 WHEREAS, when it declared a tunnel as the preferred alternative in Ordinance 122246, Council
2 intended that if the tunnel option proved to be infeasible, the Council would direct the
3 Seattle Department of Transportation (SDOT) to begin work as soon as was practicable
4 on a new surface street and transit alternative, consisting generally of surface
5 improvements to the Alaskan Way corridor and enhanced transit services, instead of a
6 new grade-separated highway along the central waterfront; and

7 WHEREAS, the Surface/Tunnel Hybrid Alternative is no longer feasible because the Governor
8 and the voters of Seattle have rejected it; and

9 WHEREAS, the City and State need to begin work on new options that meet the goals of the
10 City's Comprehensive Plan, the Seattle Shoreline Master Program, the Seattle Transit
11 Plan, and other City policies, including reduction of carbon dioxide and other greenhouse
12 gases, and a shift away from the use of single occupant vehicles and toward transit
13 alternatives; and

14 WHEREAS, local action to reduce greenhouse gas emissions is consistent with Seattle's
15 environmental commitments and its other high priority policy objectives, including
16 reducing traffic congestion, improving local air quality, encouraging salmon recovery,
17 and restoring urban forests; and

18 WHEREAS, the surface alternative analyzed in the Viaduct Replacement Project Draft
19 Environmental Impact Statement (EIS) did not anticipate significant enhancements to
20 available transit service or assess transit or street network improvements that could be
21 made; and

22 WHEREAS, in their March 14, 2007 letter to the Seattle Legislative Delegation, the City
23 Council and County Council, Mayor, Governor and County Executive jointly expressed
24 their intent to establish guidelines and a collaborative and inclusive process that identifies
25 a solution which will address issues such as vigorous public transit, freight mobility,
26 business disruption, urban design, job creation, the preservation of our marine economy
27 and the future of Seattle's waterfront;

28 NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. **Statement of Policy:** Regional transportation projects within the City should
demonstrate consistency with the City's land use, economic, and environmental goals, including

1 improving access to and through downtown for all modes of travel (e.g., transit, freight, vehicles,
2 bicycles, and pedestrians). Any such transportation projects should protect the City's economy,
3 enhance freight mobility, and provide for the efficient movement of people and goods, with the
4 least amount of disruption during construction. Development of transportation projects for
5 accommodating trips made on the central waterfront section of the Alaskan Way Viaduct shall
6 prioritize the movement of people and goods. Further, the City Council intends to direct 2007
7 funds appropriated to SDOT for work on the Viaduct project toward the development of an
8 urban mobility plan pursuant to Section 9 of this ordinance.
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11 **Section 2. Development of the Urban Mobility Plan:** The City Council directs SDOT to
12 work in collaboration with the Washington State Department of Transportation (WSDOT) and
13 King County to develop an Urban Mobility Plan to prioritize the movement of people and goods
14 through:
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- 16 • improvements to the entire downtown street grid, major entry points to downtown, and
17 the Alaskan Way corridor along the central waterfront;
- 18 • strategic investments in transit including use of priority treatments and other mechanisms
19 to enhance transit service;
- 20 • other traffic-management techniques including trip-reduction strategies to reduce the
21 number of vehicles on downtown streets; and
- 22 • Early implementation of the urban mobility measures identified in Section 6 of this
23 ordinance.
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1 Section 3. **Guiding Principles for the Urban Mobility Plan:** The following principles
2 shall guide development of the Urban Mobility Plan:

3 a) Enhance Urban Mobility Throughout the City:

- 4 1. Consider transportation demand strategies such as lane prioritization,
5 congestion pricing and regional tolling;
- 6 2. Look broadly for opportunities to enhance access to and through downtown,
7 including advancing the goals of the Center City Access Strategy; improving
8 regional transit service; increasing opportunities for alternative forms of
9 transportation; limiting parking on downtown streets during peak periods; and
10 creating dedicated bus lanes through downtown;
- 11 3. Expedite implementation of Transit Now and Rapid Ride through investing in
12 capital projects supporting bus rapid transit, and advocating for increased bus
13 service hours in order to increase mobility prior to beginning work on the
14 Viaduct projects that have been identified by the Governor, County Executive
15 and Mayor as projects that are necessary irrespective of the option chosen for
16 replacing the central waterfront section of the Viaduct (Moving Forward:
17 Early Safety and Mobility Projects) and to reduce carbon emissions;
- 18 4. Minimize diversion of vehicle traffic from Highway 99 to Interstate 5 by
19 providing other options; and
- 20 5. Enhance and connect bicycle access routes, including facilities to
21 accommodate bicyclists, in order to increase bicycling as a safe and
22 convenient mode of transportation;
- 23 24 accommodate bicyclists, in order to increase bicycling as a safe and
24 convenient mode of transportation;
- 25 26 convenient mode of transportation;

- 1 b) Protect Economic Health of Businesses – Avoid or minimize construction and long-
2 term traffic impacts to protect the economic health of:
- 3 1. Downtown businesses - strive to retain downtown as a healthy business
4 environment;
- 5 2. Waterfront businesses - strive to retain existing waterfront businesses,
6 including Port of Seattle harbor and shipping functions, with the least amount
7 of disruption;
- 8 3. Freight and commercial businesses - maintain traffic movement by evaluating
9 priority access at certain times of day, and enhance access to and from key
10 locations including the Port of Seattle and the industrial districts to the south
11 and north of downtown;
- 12 c) Maximize Public Open Space and Create a Pedestrian-Friendly Environment on the
13 Waterfront – Design the central waterfront to be pedestrian-friendly through
14 maximizing the amount of open space and incorporating measures to increase
15 pedestrian safety, such as furthering the goals of the Complete Streets policy as
16 defined in Resolution 30915, incorporating the principles set forth in Resolution
17 30664 concerning development of a Central Waterfront Plan, and providing limited
18 on-street parking along Alaskan Way on the central waterfront to serve as a buffer
19 between pedestrians and vehicles;
- 20 d) Improve the Environment – Enhance all aspects of the environment, including air,
21 noise, water quality, and near shore habitat; and
- 22 e) Use Innovative Transportation Solutions – Use creative approaches to develop

1 holistic transportation solutions to carry out the policy direction provided in Section
2 1 through the following:

- 3 1. Consider a phased approach to removal of the existing Viaduct, construction
4 of a new Alaskan Way surface street, and implementation of new transit
5 options, all with the goal of minimizing traffic impacts and reducing the
6 disruption of businesses on the central waterfront, downtown, and other
7 businesses impacted by the proposed construction on Highway 99;
- 8 2. Seek the advice of recognized experts in transportation planning and
9 modeling, traffic engineering, land use and socioeconomic analysis, urban
10 roadway and public space design, and public outreach; and
- 11 3. Identify the funding needed to finance the most effective ways to move people
12 and goods through multiple modes and then determine what changes are
13 necessary in federal, state and local funding in order to implement and
14 construct the projects identified in the Urban Mobility Plan.

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17 Section 4. **Proposed Scope of Work within 45 Days:** The City Council directs SDOT in
18 collaboration with WSDOT and King County to present to Council for review and approval
19 within 45 days of passage of this ordinance, a written report including a proposed scope of work
20 for the Urban Mobility Plan. This scope of work will detail the approach for development of the
21 Urban Mobility Plan based on the Guiding Principles detailed in Section 3, and will include a
22 timeline for development, an assessment of the resources needed to complete the Urban Mobility
23 Plan and deadlines for presentation of the Urban Mobility Plan to Council for review and
24 approval. The proposed scope of work shall also identify and assess the need for increased
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transit service and other mobility improvements to the downtown street grid.

Section 5. Identify and Involve Key Stakeholders: The City Council requests SDOT to work with WSDOT and King County to develop a stakeholder involvement process that is representative, open and transparent for development of the Urban Mobility Plan. Council intends that the stakeholder involvement process be presented with the scope of work identified in Section 4 of this ordinance for Council review and approval.

Section 6. Related Urban Mobility Measures: The Council directs SDOT to work with WSDOT and King County to implement as soon as practicable measures related to the Urban Mobility Plan designed to improve mobility before, during, and after Viaduct-related construction projects. These urban mobility measures include:

- Implementation of the six Viaduct-related project components identified by the Governor, County Executive, and Mayor as necessary irrespective of the option chosen for replacing the central waterfront section of the Viaduct (Moving Forward: Early Safety and Mobility Projects);
- Improvements in operations of I-5 to enhance mobility through downtown;
- Completion of the SR 519 project;
- Construction of a new above-grade rail crossing at Lander Street;
- Repairs and improvements for the Spokane Street Viaduct, including renovating the existing Spokane Street Viaduct and adding a new connection from the Spokane Street Viaduct to Fourth Avenue South to better connect with downtown;
- Expansion of existing transit service, including the West Seattle water taxi, to achieve a higher mode split for transit;

- Investments in capital improvements necessary to facilitate transit movement to and through downtown;
- Development and full implementation of King County's Rapid Ride;
- Improvements to the Mercer Corridor to facilitate traffic flow to and from I-5; and
- Replacement of the Alaskan Way Seawall.

Section 7. Budget Proviso Restriction Lifted: The restriction imposed by the following budget proviso is removed and there are no longer restrictions for any purpose including for Subsection 1 (b) of Ordinance 122298:

Department Level	Green Sheet	Proviso Description	Budget Control Level
Seattle Department of Transportation	#104-5-A-1	This proviso restricts spending more than \$7.6 million for the Alaskan Way Viaduct and Seawall Project (Project ID TC366050) until authorized by future ordinance.	Major Projects

Section 8. Reducing a 2007 Appropriation: The appropriation in the 2007 Budget for the Seattle Department of Transportation's Major Projects Budget Control Level (BCL) is reduced as follows:

Fund	Department	Budget Control Level	Amount
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects	(\$15,019,000)

Section 9. Reappropriating and Adopting a Budget Proviso for a 2007

Appropriation: The following appropriation in the 2007 budget is reappropriated from the fund shown as follows:

Fund	Department	Budget Control Level	Amount
Transportation Operating Fund (10310)	Seattle Department of Transportation	Major Projects	\$15,019,000

provided, however, that of the appropriation for 2007 for the Seattle Department of Transportation's Major Projects BCL, \$8,051,000 is appropriated solely for the development of a Urban Mobility Plan as described in Ordinance _____, and can be spent for no other purpose.

Provided further, that the above budget proviso applies only to funds that are expended or encumbered, by ordinance or otherwise, after this ordinance becomes effective.

The above budget proviso is effective as a restriction on the purposes for which the appropriation in this section is made. Use of any amount of these restricted portions of this appropriation for any other purpose than those stated, or for any purpose expressly excluded, whether by transfer pursuant to SMC Chapter 5.08 or by any other means, is prohibited.

Section 10. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2007, and signed by me in open session in authentication of its passage this ____ day of _____, 2007.

President _____ of the City Council

Approved by me this ____ day of _____, 2007.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2007.

City Clerk

(Seal)

STATE OF WASHINGTON – KING COUNTY

--SS.

212261
CITY OF SEATTLE, CLERKS OFFICE

No.

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

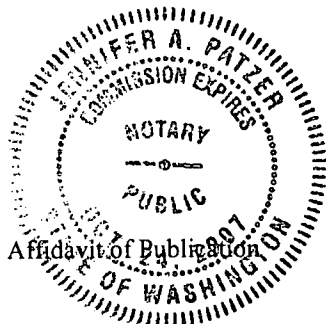
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a


CT:122406 & 122408 TITLE

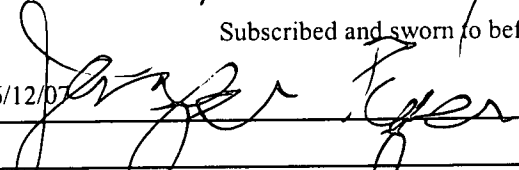
was published on

06/12/07

The amount of the fee charged for the foregoing publication is the sum of \$ 41.85, which amount has been paid in full.





 Subscribed and sworn to before me on
 06/12/07 

 Notary public for the State of Washington
 residing in Seattle

State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following ordinances, passed by the City Council on May 29, 2007, and published here by title only, will be mailed upon request, or can be accessed electronically at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 684-8344.

ORDINANCE NO. 122408

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

ORDINANCE NO. 122406

AN ORDINANCE relating to the development of a Mobility Plan to replace the central waterfront portion of the Alaskan Way Viaduct; directing the Seattle Department of Transportation to develop a Mobility Plan; providing principles for the development and implementation of the Mobility Plan; lifting a budget proviso restricting the use of funds; and reducing and reappropriating with limitations certain appropriations in the 2007 Budget.

Publication ordered by JUDITH PIPPIN,
City Clerk

Date of publication in the Seattle Daily
Journal of Commerce, June 12, 2007.

6/12(212261)